

This Week in Terminal

March 10, 2006

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(Source: Linda B. Walker)

[Repeated from last week] – On March 1st the Facility Datasheet application was implemented. This new database is available to all Terminal Facility Managers or their designated POC's for input. The purpose of the datasheet is for a variety of information on each facility to be available in one place via the Executive KSN website. Information will be collected on subjects ranging from directions to the facility and the names of local congressional representatives to staffing, finance and metric data specific to each facility. Terminal management is very pleased to finally be able to go to one sight and find current, updated data on all Terminal facilities.

[ATO News](#)

[Service Area Restructuring News](#)

If you haven't checked out ATO Online for awhile, there is a new link on the home page: "ATO Service Area Restructuring." This link takes you to the latest news on restructuring and includes briefings to NATCA and PASS. It also

has the complete study explaining how the Seattle, Ft. Worth and Atlanta were chosen. Here is a direct link to this information:

<http://www.ato.faa.gov/DesktopDefault.aspx?tabindex=2&tabid=32>

[Leading Change in the ATO](#)

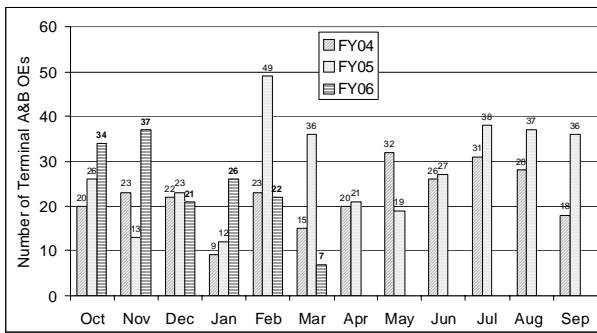
Leading Change training sessions are now being scheduled in various locations around the country for managers and supervisors within a 2-hour commute of the training location. These four-hour sessions are highlighted with large group discussions on subjects to include the latest ATO changes, the 2006 Business Outlook, the Flight Plan, and the Strategic Mapping Process. Discussions include cultural and leadership implications for managers and supervisors. Area Directors and SUPCOM will be conducting the workshops. If you have any questions contact your local training coordinator.

[Operational Errors \(OEs\)](#)

Safety of the operation is always our highest priority. Operational errors/operational deviations are one measure by which the safety of the operation is evaluated.

	Category A & B	All Categories	Ceiling FY06
Terminal OEs Reported 03/03-03/10	11	15	
Terminal OEs for February	22	56	
Terminal OEs for March	7	10	
Terminal OEs FY06 to Date	147	319	
Total	147		338
Terminal Cat A/B OEs			
Total System Cat A/B OEs	259		680

(As of 03/10/06)



(As of 03/10/06)

For this reporting period (03/03/06 – 03/10/06), there were 15 overall operational errors reported. There was 1 category A error and 10 category B errors relating to the following factors:

1. One category A error at DFW due to failure to recognize a non-RNAV departure following and conflicting with an RNAV departure.
2. One category B error at PIT due to separation compression on final
3. One category B error at N90 due to failure to follow local SOP with a premature descent crossing the final
4. One category B error at N90 due to inadequate radar vectors on successive departures
5. One category B error at ICT due to failure to recognize converging traffic
6. One category B error at I90 due to failure to follow local SOP regarding departure headings
7. One category B error at ADS due to failure to coordinate an emergency aircraft making a 360 turn conflicting with a following aircraft
8. One category B error at PHL due to failure to separate overtaking aircraft
9. One category B error at JAX due to failure to coordinate resulting in separation loss in adjacent sector airspace
10. One category B error at JAX due to failure to recognize conflicting head-on traffic
11. One category B error at AUS due to lack of positive altitude control vectoring to parallel final approaches

Focus: Model Workplace

(Source: Viscount Thurston)

Dear Terminal Service Area Office Employee –

For what it's worth, I know it's tough times out there. For starters I'm aware that *none* of the cities picked for the three consolidated service areas are cities that any of you work in.

I heard from some of you during the long, drawn out process of coming to a decision. You told me the kinds of rumors you were hearing and the kinds of decisions you might be facing. It became obvious that it was hard to take an interest in ATO business processes when faced with the prospect of losing your jobs.

Our tough decisions in the past have been *budget* decisions – decisions about where the dollars will go. This time it was a very tough decision about where the *people* will go. On top of that, every business decision in ATO is also a political decision. Beyond the “office politics” at play in all corporations, we have the very real politics of working for the President while at the same answering to the Congress of the United States of America. You can't sneeze in DC without political reverberations (OK, that's an exaggeration – but you get the point).

So, what would be an agonizing process for any business – deciding what stores or offices have to be closed – became even more agonizing because of all the political hurdles in Washington to be cleared before anything could be communicated. You'll probably never know how badly your management *wanted* to be able to communicate something during that time.

Meanwhile, you all were left waiting for the other shoe to drop ... and waiting ... and waiting some more. Now that the shoe has dropped I know emotions are high. Many of you are angry – I would be, too.

So, I'm not going to offer up any platitudes about how problems in life need to be viewed as opportunities. I just want to close with a word of appreciation, and I hope you don't mind if I speak to one of you for a moment as representative of all.

Kim Davis, I know you have made it known publicly that you are taking early retirement. I only have room to thank you for one specific contribution of many you've made. Thanks for your "ATO News" in Central and all the input you passed along to "This Week in Terminal." You not only helped bring a sense of connection among the far flung outposts of Central Terminal Service Area. You also helped us in DC get some insight into what is going on "out there" – not only the operational highlights, but the human side of charitable efforts and community outreach.

To the rest of you retiring or moving on to jobs outside the FAA, I'm sorry we had to make the decision we did. Thanks for minding the store while transitioning from region to service area. Thanks for the weeks and months you kept on keeping on despite the anxiety of not knowing if your office would go away. Now that you do know, thanks for finishing the course with dignity and pride.

It's been an honor to serve with you. Good luck.

Viscount Thurston

Sincerely,

Bruce Johnson, VP
ATO-Terminal Services